



Public Open House Meeting Summary – June 2022

Date & Time: June 7, 2022, 1:00 - 3:00pm

Total Registrants for the Meeting: 154

Total Participants in Meetings: 103

Location: WebEx Virtual Event

Project Team Attendees:

City of Toronto – Jeff Cantos, Josh Wise, Phillip Parker, Lillian D'Souza, Christina Heydorn, Liam O'Toole, Rebecca Condon, Jason Tsang

Dillon Consulting – Kristin Lillyman, Nicole Beuglet, Ish Chowdhury

Dillon Consulting, the independent facilitation team retained by the City of Toronto, facilitated the meeting and prepared this summary. Participants were encouraged to provide additional feedback to the project team through continued conversations and outreach with the Dillon team. This summary is intended to reflect the key discussion points from the meeting and is not intended to be a verbatim transcript.

1.0 Meeting Overview

In June 2022, the City of Toronto Official Plan Team and Dillon Consulting Engagement Team hosted a number of public meetings as interactive virtual meetings. This was to provide an overview of the draft employment policies, Major Transit Station Area (MTSA) delineations and Chapter 1 directions as part of Phase 3 of the Our Plan Toronto project. The format included a presentation, Q&A, polling questions, and the active use of the chat function to guide discussions.

The meeting was designed to provide an overview of the Our Plan Toronto project and also include an opportunity to receive feedback and input from the public, identify next steps and outline further opportunities to engage. The meeting focused on the following items:

1. Official Plan Refresher
2. MTSA's
3. Employment Policies and Employment Area Conversions
4. Indigenous Planning Perspectives
5. Official Plan Vision Statement and Directions, and
6. Wrap-up and Next Steps

A copy of the presentation is included on the Our Plan website.

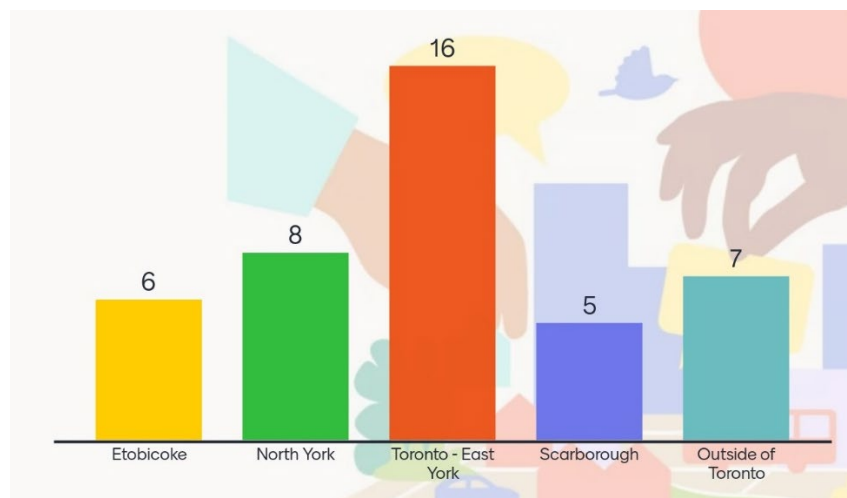


2.0 Polling Questions

As part of the public meeting questions were prepared and provided to participants in the form of a poll through Mentimeter. Participants were able to log in through their phones, tablets and computers to engage through either the link or a QR Code. This provided an interactive means to engage participants in real-time and allowed others to gain insight to the data.

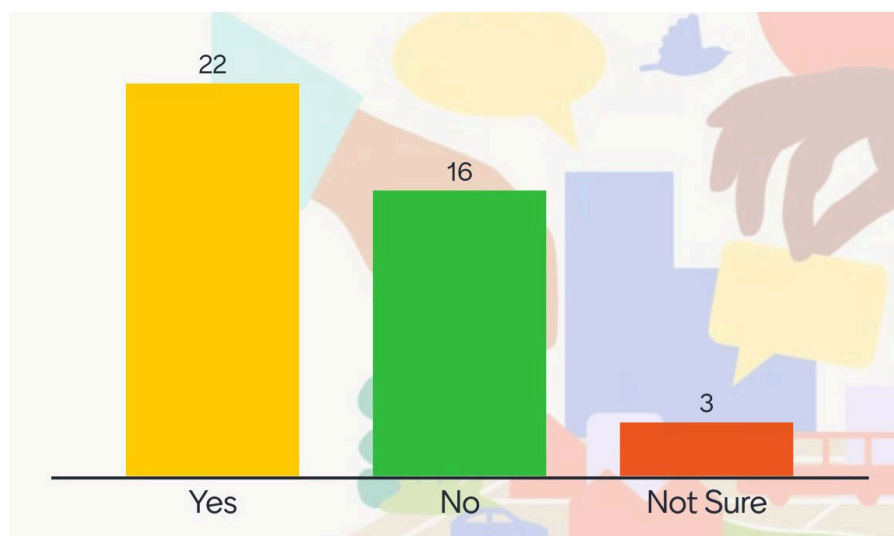
1. Where are you participating from?"

42 participants contributed with 38% from Toronto – East York, 19% from North York, 17% from outside of Toronto, 14% from Etobicoke and 12% from Scarborough.



2. Have you participated in other Our Plan Toronto engagement activities?"

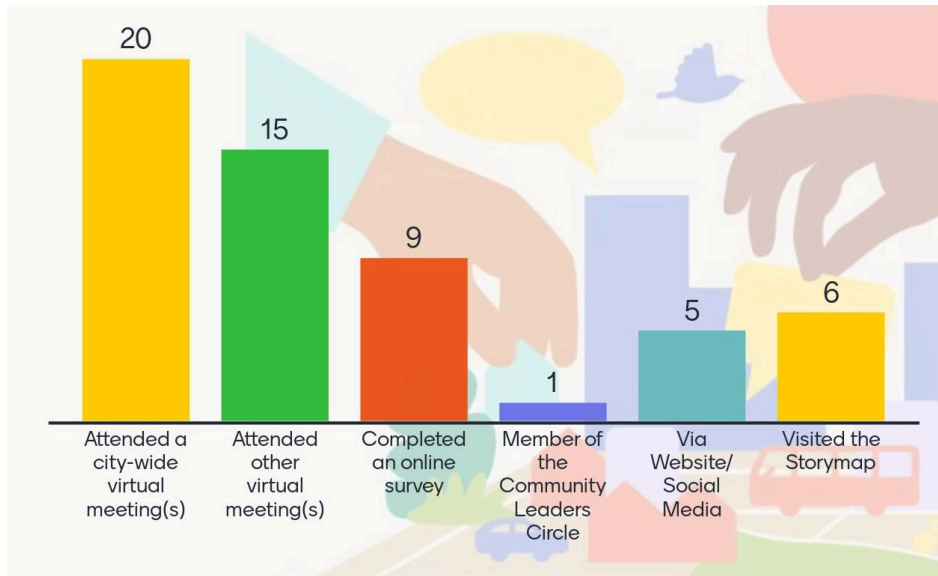
41 participants contributed with 54% having participated before, 39% being their first time and 7% not being sure.





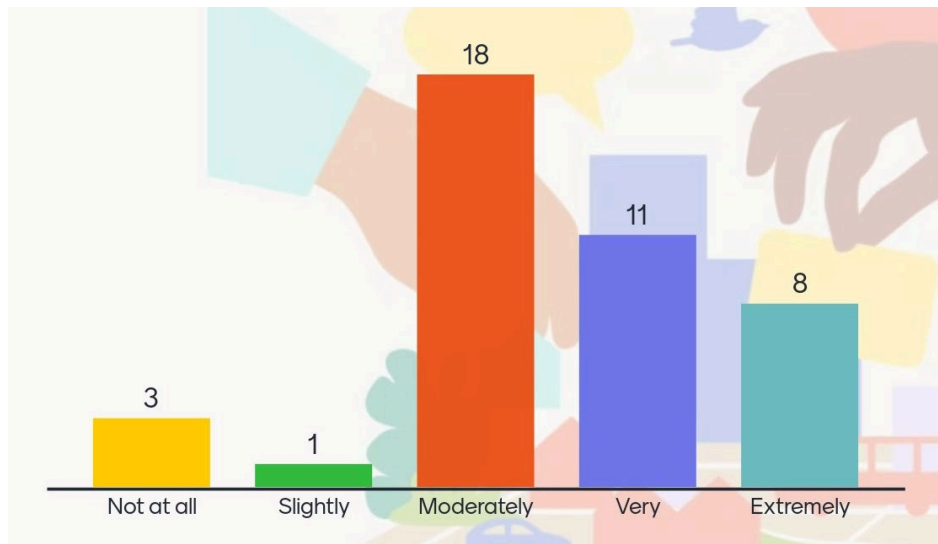
3. How did you previously participate?

29 participants contributed with 69% having attended a city-wide virtual meetings, 52% attended other virtual meetings, 31% completed an online survey, 21% visited the storymap, 17% via website or social media and 3% from the Community Leaders Circle.



4. How familiar are you with the Toronto Official Plan?

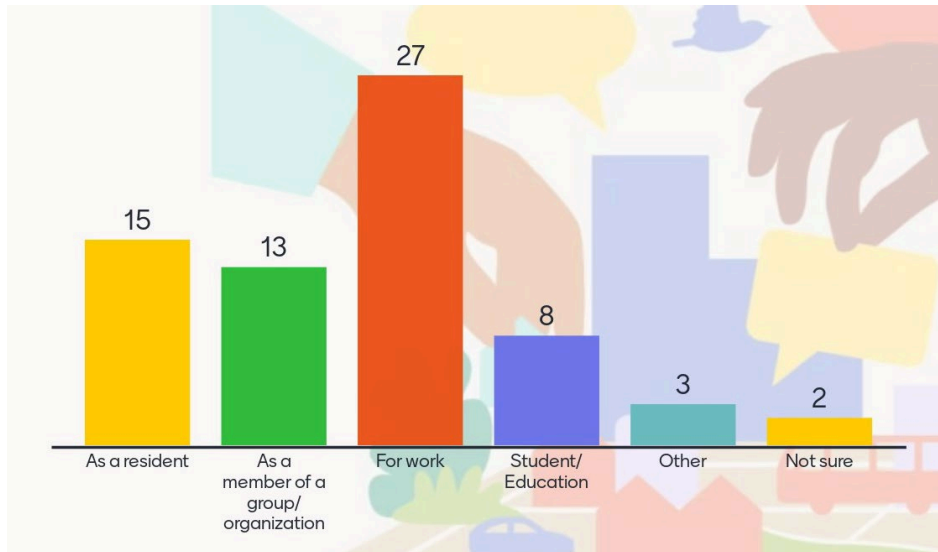
41 participants contributed, with 44% being moderately familiar, 27% being very familiar, 20% extremely familiar, 7% not at all and 2% slightly familiar.





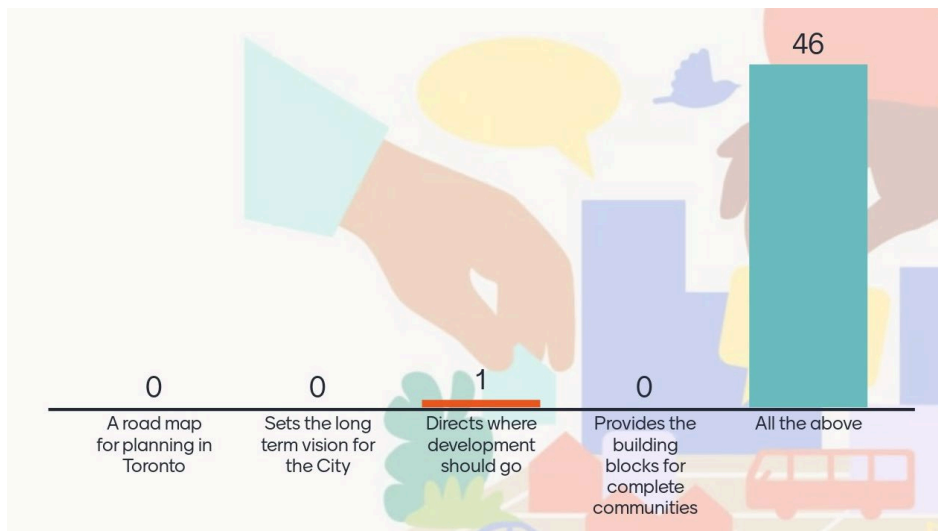
5. How do you currently use the Toronto Official Plan?

47 participants contributed, with 57% using it for work, 32% as a resident, 28% as a member of a group/organization, 17% as a student/education, 6% to other and 4% were not sure. One person commented they were using it for research as they were in the process of pivoting their business to sustainable housing development for diverse communities.



6. The Official Plan is (select all that apply)

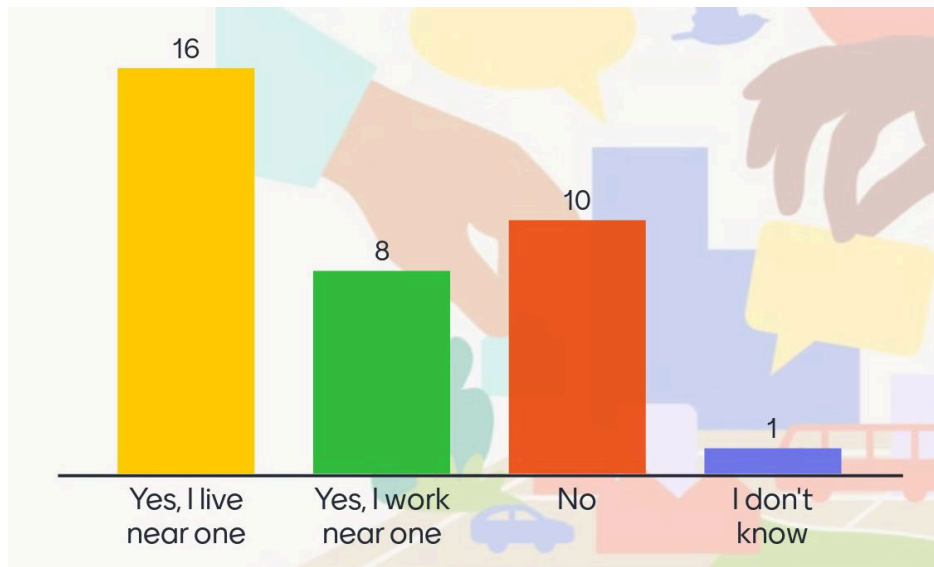
47 participants contributed, with 98% felt the Official Plan was aligned with all of the above; this being, a roadmap for planning in Toronto, setting the long term vision for the City, directing where development should go and providing the building blocks for complete communities. 2% expressed directing where development should go.





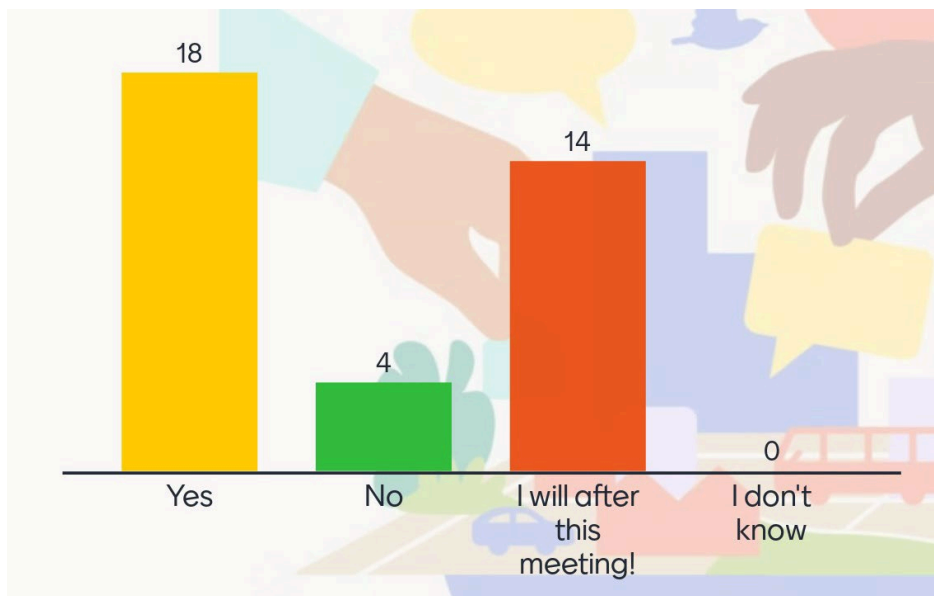
7. Do you live or work near or within an identified MTSA?

35 participants contributed, with 46% live near an MTSA, 23% work near one, 29% don't work or live near one and 3% were not sure.



8. Have you used the MTSA Storymap on the Our Plan website?"

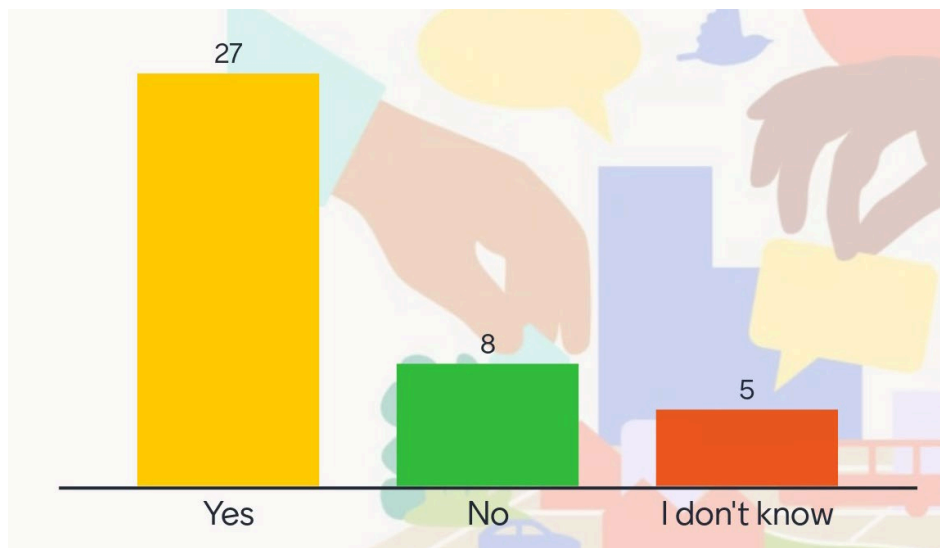
36 participants contributed, with 50% who did, 29% who will after the meeting and 10% who have not.





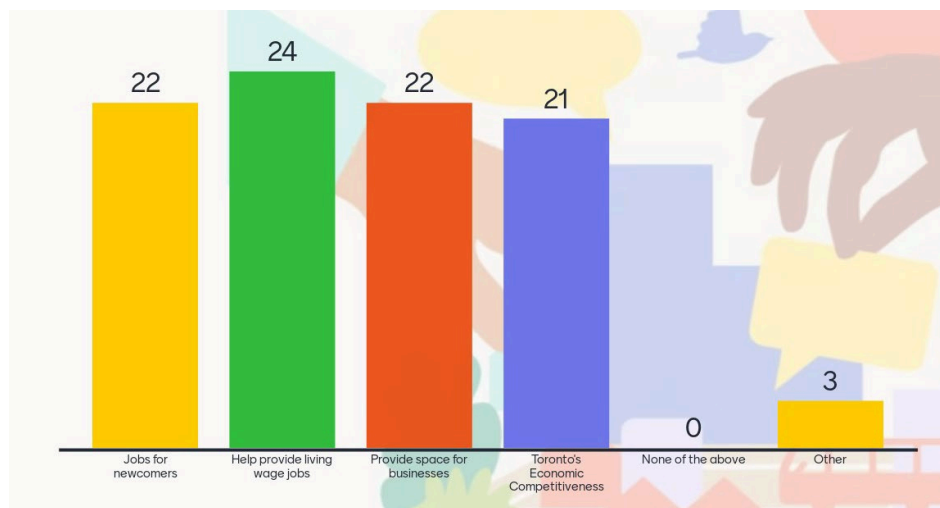
9. Should the minimum people and jobs density targets be increased?

40 participants contributed with 68% feeling minimum people and job density targets should be increased, 20% felt it should not and 13% who weren't sure.



10. Protecting employment areas will help the following (select all that apply)

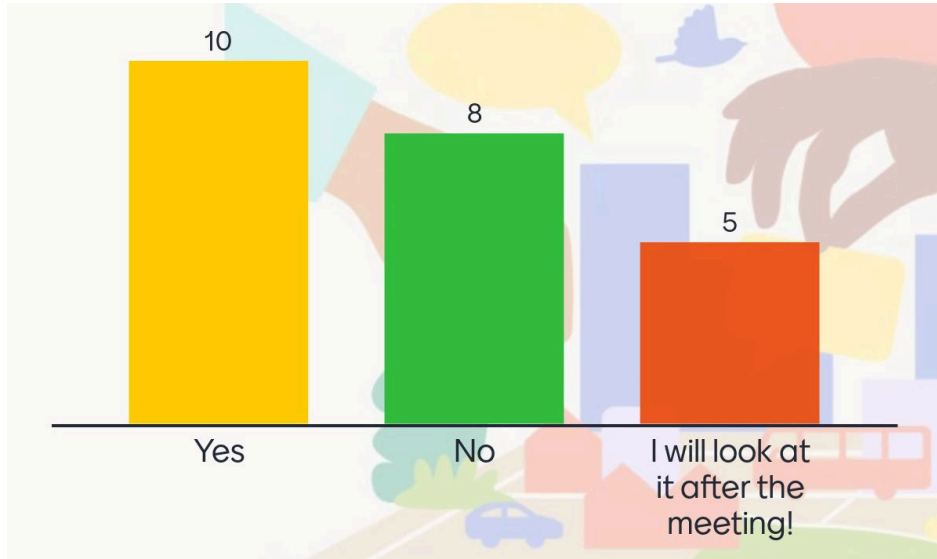
30 participants contributed, with 80% to help providing living wage jobs, 73% each to jobs for new comers and provide space for businesses, 70% to Toronto's economic competitiveness and 10% to other.





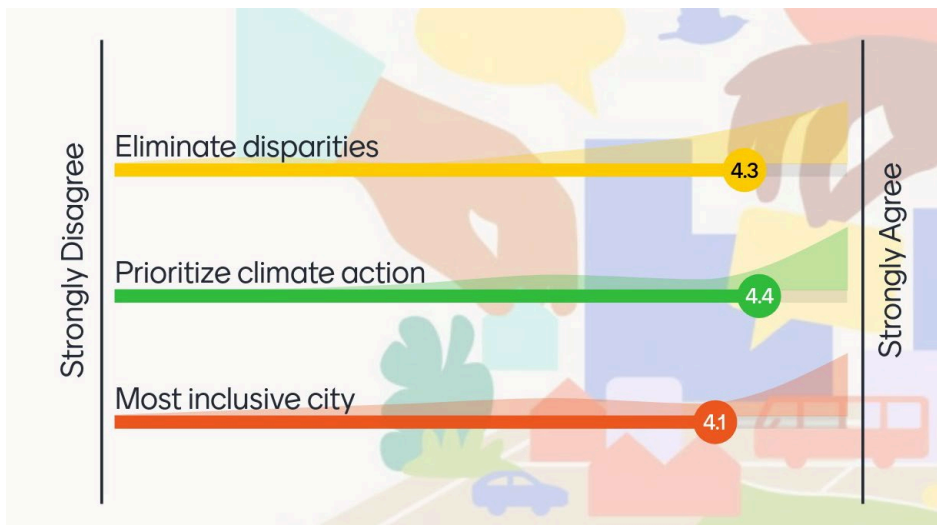
11. Are you familiar with the City's Reconciliation Action Plan recently adopted by City Council?

23 participants contributed, with 43% expressed they were, would after the meeting, 35% were not and 22% were not.



12. How supportive are you of the Official Plan Vision.

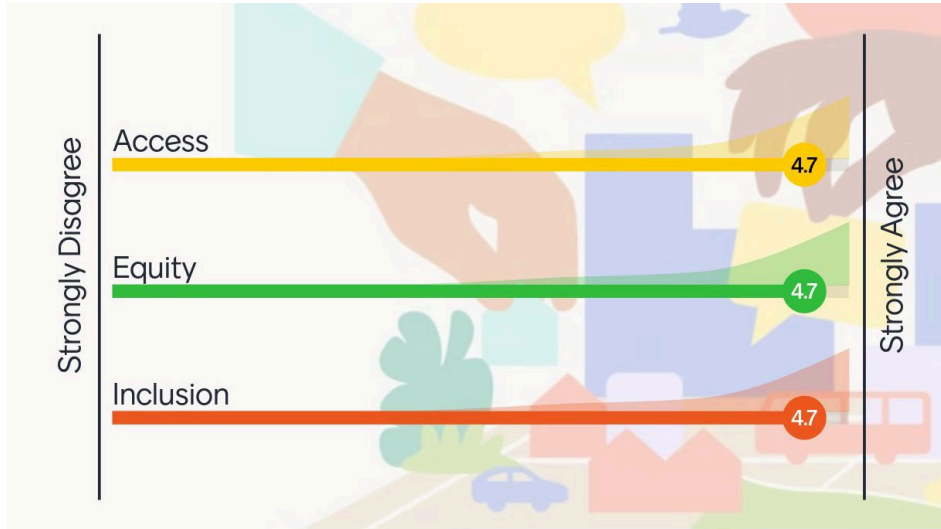
19 participants contributed with 4.3 lining up with eliminating disparities, 4.4 to prioritizing climate action and 4.1 to most inclusive city.





13. How supportive are you of the Official Plan Principles?

14 participants contributed with 4.7 aligning with access, 4.7 to equity and 4.7 to inclusion.





3.0 Summary of Facilitated Q&A Discussion

Throughout the presentation, attendees were provided the opportunity to ask questions after each section. Contributions were provided by participants through a mix of verbal and written questions and commentary pertaining to issues and ideas discussed. This summary is intended to reflect the key discussion points and is not intended to be a verbatim transcript. Participant questions and comments appear in bold text followed by responses shared by the project team when responses were provided.

Summary of discussion on the Official Plan refresher:

This is my first consultation ever, I'm not familiar with city planning and construction processes. My top question: I wanted to know why bike infrastructure, dedicated bus lanes and congestion pricing on cars are so slow in being implemented. They are either being implemented at a disappointing pace or nonexistent so far. Europe feels so much more advanced by comparison.

- The OP is a 30 year vision. The policies that are written today are going to look into the future of what kind of city you want it to be in 30 years. Some of the things that you're talking about on the ground, sometimes need to change on a year to year basis, based on where development is happening and where new funding is happening for transit lines. Sometimes we set a plan and things change. So the things that you're talking about, such as bike lanes and the transit lines, sometimes government priorities change, and our OP needs to evolve with those new priorities. We set the goal and the ambition being as aspirational as possible for the next 30 years, knowing full well that things don't always go as planned. We set the roadmap, but then sometimes things change.

How does an Official Plan Review differ from a Municipal Comprehensive Review?

- A Municipal Comprehensive review is a review that is legislated by the province, specifically under section 26 of the Planning Act. The city can also review policies outside of the provincially legislated requirements at any time.
- The Planning Act requires that municipalities revise their OP to ensure that it conforms to provincial plans. The Places to Grow Act requires that municipalities amend their official plan to conform to the Growth Plan. These provincially legislated requirements are satisfied through a Growth Plan conformity exercise and Municipal Comprehensive Review (MCR). Our Plan Toronto responds to both requirements.
- The Planning Act requires municipalities to undertake a municipal comprehensive review and from that review, paired with the provincial growth plan, comes out with a to-do list. The Province tells the municipalities that there are certain things that have to be reviewed as part of the municipal comprehensive review, tying it back to the Planning Act. Concurrently, with the municipal comprehensive review, the City can review the OP and different parts of it. The province doesn't tell us that we have to review, but we believe that we need to. So we're doing them both together, the OP review and the municipal comprehensive review. The latter of which is required by the Province and the former are



the things that the City would like to be given the opportunity to do, so that we're not over consulting all the time about all the changes that we want to make. So this is a pretty broad consultation covering a series of different policy matters.

When will the public consultations take place on specific PMTSAs?

- Today's Open House will speak specifically to the PMTSAs and will have opportunities for Q&A/feedback. We also have an MTSA Interactive Engagement Tool online to receive feedback [Major Transit Station Areas Interactive Engagement Tool](#).

I wish to get a copy of the meeting recorded video with audio to share with my friends in the discussion area.

- We will post the YouTube video of the presentation in the coming week or so - after we've added closed captioning. It will be posted at [City of Toronto Official Plan Review](#) under the Engagement Strategy tab.

What was the % of road space?

- Just under 20% of the City's land is used for roads.

What is considered to be a best practice or ideal percentage of land dedicated to parks and green space, and how does the city of Toronto compare.

- The City completed a new Parkland Strategy in 2019 and part of that research tried to get at exactly that question - how much parkland should Toronto have. They found that there's no internationally recognized standard, but within Toronto there's a wide range of park access depending on where you live. So some of the focuses of the strategy are to expand parkland in areas of higher need, improve access to existing parkland, and improve existing parks. You can read the strategy here: [City of Toronto Parkland Strategy November 2019](#) or visit this website for more information: [City of Toronto Parkland Strategy](#).

So, just to clarify - are we trying to review this plan for growth levels to 2030 (as mentioned on one of the slides) or 2051?

- We are planning for growth to 2051.

Since the beginning of this OP change, I have been uncomfortable with the yellow belt being framed as like it is single detached only when older parts of the City have lots of different zoning including RM where density is planned. Why is planning staff not looking at neighbourhoods in a more detailed fashion and looking at where growth can go, i.e. areas where schools are not full, population is declining or there is no mature tree canopy?

- The expanding Housing Options in Neighbourhood (EHON) Program is looking at areas of the city designated Neighbourhoods. These can include single detached houses, but can also include other forms of low-rise housing such as semis, duplexes and low rise apartments, however, they are uneven in where different forms of low-rise housing is permitted. The EHON Program is looking to expanding and equalize permissions across



the city, to create more housing options for current and future residents. We are looking at all areas of the city, including neighbourhoods where population may have declined over the years. The permissions coming forward do consider protection of the city's mature tree canopy as well.

Why is so much of the city not expected to accommodate growth? As of now, it's low-income, historically diverse areas that are bearing the brunt of densification and therefore pushing many low-income racialized people out.

- The city is also working on a project called Expanding Housing Options in Neighbourhoods (EHON), which is looking at ways we can add new housing within the city's low-rise neighbourhoods (the yellow on the land use map). For example, one initiative is proposing to permit duplexes, triplexes, and four-plexes throughout the city. This is one way of spreading the growth around a bit more than we see today. To see more, please visit: [Toronto EHON](#).
- The history of the OP that we're reviewing, much of it was written post amalgamation around 2002 and it then got approved into 2006. The City has been reviewing portions of the OP starting around 2011. Part two of this Official Plan review, is also talking about growth around transit. What was presented in the refresher, was the OP that we're currently in the proposing changes of. Any comments that you may have, we would be happy to clear them up and we encourage that you reach out to us as well.

Is this the meeting that will discuss the rezoning of 1 Heron's Hill Way?

- Heron's Hill Way is one of the sites being considered for a re-designation from Employment Areas to Mixed Use Areas. We will speak generally to conversions a little later in the presentation.

You mention the significant employment zones and Official Plan employment areas. But your Special Public Meeting on July 5, 2022 listing 1 Herons Hill Way which is for the above. However, the developer wants change from employment areas to residential rental buildings. Please give special consideration that will affect the neighborhood dwellings.

- So yes, One Herons Hills Way is one of the 140 conversion requests that we see across the city. It will be one of the between 20 and 30 that City staff will be providing a final recommendation to City Council. We're still working on the details on that but then on June 15th, the final element and our recommendation will be made public on our website. We just need a couple more things to finalize that.



Summary of discussion on MTSA:

Where can a find the Staff Report that includes the specific delineation of all MTSA's shown in the previous slide?

- See the following links for Draft MTSA Delineations – 57 Protected PMTSAs and 40 MTSA's (March 4, 2022): [Our Plan Toronto: Draft Major Transit Station Area Delineations – 57 Protected Major Transit Station Areas and 40 MTSA's](#)
- MTSA Draft Delineations – Lower Density Target Requests (September 30, 2021): [Our Plan Toronto: Major Transit Station Area Draft Delineations - Lower Density Target Requests](#)
- The staff reports for MTSA's are under the Major Transit Station Areas tab. You can also see the delineations on our storymap at: [Story Maps: Major Transit Station Areas Interactive Engagement Tool](#)

What's MTSA?

- Major Transit Station Areas

I've had a look at the MTSA tool following last week's meeting. Why are we using 2016 population data versus 2021? Will this not impact the overall assumptions as some areas have already increased density over the last 5 years?

- The tool was released prior to the 2021 census or employment data being available, however we have taken into account all development built and approved between 2016 and 2021 in our analysis.

What are the implications on development that are part of the Sheppard East LRT MTSA's? Should planned densities shown on the tool be used as a standard to development despite an MTSA no longer considered at this MCR round?

- The planned densities along Sheppard East reflect the in-effect policies. These had not been updated as a result of the Growth Plan's MTSA policy (or subsequent changes of funding to the LRT line). Development along that corridor will still be subject to the in-effect policies.

So if 200 as you mentioned how one does equate that to 200 residential units and how many jobs, etc.?

- We balance housing and jobs at a city and regional level as prescribed by the forecasts in Schedule 3 of the Growth Plan. At the local level, MTSA policies require the City to plan for people and jobs but does not require the achievement of a particular ratio.
- The official plan and provincial policies encourage a mix of uses at the local level to support the achievement of complete communities.

Has the Province decided whether the conformity deadline of July 1, 2022 will be extended by a year?

- The City has not yet received a response to their request for an extension.



How did the City determine what areas are PMTSAs vs. MTSA's?

- The city pursued PMTSAs for most stations which fall within a market area that are eligible for inclusionary zoning in order to maximize the amount of affordable housing we could secure. Some additional stations were included as PMTSAs if directed by Council or where there was an ongoing study that could do this work.

The MTSA and PMTSA, what you referred to, is that the same a complete community approach with a master plan?

- The MTSA / PMTSA policies are not the same as a master plan. They set out minimum densities but do not get at the detail of a plan like you're talking about.

The tree by-laws are not written with expanding the tree canopy in mind. When you are talking as of right building, the tree goes. The increase of the building envelope and the reduction of protection of private trees will ensure a decline in tree canopy.

- Despite as-of right zoning, Urban Forestry can still refuse the request to remove or injure a tree on private property. The Growing Space working group is an internal Staff working group and will also be involved in the development of zoning by-law standards, including the requirements for soft landscaping to ensure the health of mature trees. The City also includes monitoring programs as part of EHON to track where tree removal permits may have been granted, and what revisit the by-law to enhance tree protection if needed.

Has the Province given any indication how long they will take to approve the City's adopted PMTSA's?

- The Province is the approval authority and so they tell us what they can approve, when they will approve, if they will approve or amend them. Recently, the Province made changes to the Planning Act through Bill-109 that allowed the Minister to extend their approval time; they usually have 120 days (six months). We've had two before the Minister for more than a year, and our downtown 16 protected major transit station areas have almost been with the Minister for a year or so. We're hoping that we can get them approved as quickly as possible. We don't know when the Minister will provide their approval.

When will the changes that have been provided to the team be incorporated into the plan? How will you implement inclusionary zoning in a low-rise neighborhood where there are no approved 100+ units for implementing inclusionary zoning?

- Given the number of PMTSAs that we have in the City of Toronto, we're not able to have specific community consultation meetings on every single station. We did town halls in all the districts where we spoke about MTSA in a very similar presentation to this one and we got very specific questions on each of them.
- The feedback that we've been getting, both from the tool and at meetings that we've had, have helped us shape revisions that that staff are currently making. What you see on the tools is still what was presented to the Planning and Housing Committee, and those haven't changed from the original versions. We've been collecting that feedback and



making the changes; we've got 115 that we're anticipating in our next report, so we'll bring those forward as part of the package to the July 5th Planning and Housing Committee. The official plan amendment will be available after June 15th, so if you want to review ahead of the Planning and Housing Committee, there's 20 days that you'll be able to do that. The Planning and Housing Committee is also an open public meeting, where you'll see the feedback, and you'll see how we've integrated your feedback. There are more opportunities for deputations.

- With inclusionary zoning, the City's policy frameworks are OP policies that apply inclusionary zoning which requires affordable housing as part of new developments for developments that are 100 units or more. As you mentioned in your question, that's based on understanding the financial impact of requiring affordable units as part of new developments. We know that developments of a certain size and scale are able to accommodate that affordable housing requirement, whereas with smaller projects, it can really impact the viability of those developments and we want to continue to support smaller scale mid-rise. We want to support a full range of housing within our neighborhoods that are consistent with our expanding housing and neighborhoods framework. That's really the lens I would say Council directed us to look at our inclusionary zoning policies about one year from when they're implemented, so likely in 2023-2024. At that time, we will look at that 100 unit threshold and it may change in the future, but right now, it wouldn't apply to low-rise neighborhoods and development.

Are those interchange stations going to have more density than a regular station?

- The short answer is no; it's whichever the highest minimum density would apply. So if it's both a subway and a GO Station, the 200 people and jobs per hectare is that minimum development density. These are just minimums, and there are stations where we're going above the minimums and other stations where we expect development in the future may go higher. There are also examples where two neighboring stations if you can picture along Danforth or places where stations are clustered, there will be areas where specific properties may be in two different MTSA's.

Would the MTSA plan prioritize the development of purpose-built rental housing within these transit station areas?

- The short answer is no; this is a fairly scoped policy exercise and it is about demonstrating conformity to the growth plan. So within this policy of the growth plan, it doesn't speak to the different types of uses or the different ownership structures that may be in place. So through this policy exercise to the major transit station areas, no, there's no prioritization of one or another type of ownership structure.
- We want to maintain that full mix of housing and supporting purpose built rental housing is a key priority and through a number of different programs. We provide funding and other incentives for affordable rental housing to really ensure we're getting that full mix of housing.

How would trees be addressed in PMTSAs/MTSAs?



- This policy framework is looking at what is in place today. We're not changing the permissions that are already in place today; we're just demonstrating to the Province that we are meeting their minimum plan density requirements. This is something that we have to meet in accordance with the Province's documents. The City has a number of tree protection by-laws, this is also being considered through the Expanding Housing Options in Neighbourhoods (EHON) project.
- In both the MTSA's and the EHON, we aren't exempting any of this development from the existing tree by-laws, nor are we changing the existing tree protections that already exist. City planning is working with urban forestry. We've created a working group called the growing space working group where we are working on strategies to protect and enhance green spaces for plants to grow. For the tree canopy, for protection and expansion of the tree canopy, we have representatives from Toronto building, environment and energy, transportation services, municipal licensing and services, legal services and the Toronto Region Conservation Authority. So we really are trying to make sure that we are looking for more growth within the city's low-rise neighborhoods, but we want to do that respectfully and we want to make sure that we're still maintaining the city's other goals of expanding our tree canopy.

Summary of discussion on employment policies and employment area conversions:

How many of these areas have TS?

- If you want a copy of the recommended OPA, it will be available as of June 15, 2022. We will include links on how to access these at: [City of Toronto Official Plan Review](#).

Are hotels permitted in an employment areas?

- City-wide hotel permissions were removed as part of the previous MCR. There are some site and area specific policies that allow hotels in certain areas of the city, such as around Pearson Airport.

Will Conversion Requests without a number but with an asterisk * mean be considered/assessed by staff later this year?

- On the website there are a number of requests marked with a *. This indicates that the City has not received all of the information necessary to assess the request against city and provincial conversion/removal policies.

Using the complete community approach around transit stations could you provide existing examples of projects that underway or exist so that I could relate too?

- A number of recent City-led local area studies and Secondary Plan have focused on promoting a complete community approach in areas around transit (amongst other goals). You may want to take a look at: Danforth Planning Study (recently approved by Council), Update Downsview (work underway), Christie's Planning Study/Secondary Plan, Don Mills Crossing study/Secondary Plan, Keele-Finch Plus (+others). All active city-led planning studies can be found here: [City of Toronto: Planning Studies Initiatives](#).



There's such a critical need for artists spaces and individual studios. In terms of not only conversion but also considering new spaces and facilities within 15 minute communities, how will Toronto ensure that it remains a place where artists can thrive and bring in a significant economic return for the city?

- In the creative economy, it is critical to Toronto's overall economy. We are concerned about the diminishing number of workspaces available for the creative sector, especially the sort of the older, larger space that could accommodate a really wide variety of uses. We are losing those spaces unfortunately. We are working as best we can, related to this MCR, to encourage the new developments to replace that space or to try and build in space for creatives into some of these new developments. We are also working to preserve the existing employment areas that do still accommodate working space for creatives. There's a lot of pressure, as I think everyone is understanding today, on our employment lands to convert them to residential and it's really critical that we hold our ground and preserve our employment lands for these uses

What would a new policy say given they are already permitted in Employment Areas? Are they not? Also, when you say multi-level does that mean multi storey?

- The wording that we're using for the OP is very broad. So we use the word, "processing" that's permitted employment areas and that can be processing data or processing say warehousing, manufacturing, office uses. It is meant to capture overarching terms that encapsulate a series of different specific uses, and then the specificity of a particular use. We then go to the Zoning By-law. From the OP perspective, the uses that are permitted employment areas are again like processing or manufacturing, and the multi-storey question is kind of a nod to e-commerce in the larger role it's playing. Given our habits as consumers and so that even though they are already permitted, we're encouraging them to be located very close to major roads and highways so that goods movement can happen easily. This way large trucks, and maybe even smaller trucks, don't have to infiltrate our neighborhood so that they can get straight onto the highway; that we can get our overnight deliveries.

More of a logistical question that I'm asking, but it's related to the assessments that will be considered on July 5th. I'm wondering if those conversion requests are the ones that are located in the first batch.

- We did preliminary assessments and described what's being proposed in different meetings over the course of January to April, and what's going forward in July is the list of conversion requests.

Summary of discussion on Indigenous planning perspectives:

How will the Official Plan vision and the principles be integrated into future plans and projects and studies that we'll see going forward over the years in Toronto?

- With the Chapter One changes in the OP, we're still consulting on them. We don't think we have them right yet, so we're going to continue our engagement into the fall. We will be



recommending changes to Chapter One with those ingredients, finalizing views in early 2023. The hope is that once approved by City Council, it becomes a new chapter, one that can help inform how we grow to 2051 and it provides a series of principles that help us get to 2051.

- In terms of the Indigenous perspectives, it's about raising awareness of these important issues and how we can see more examples of place-making and place-keeping across the city. One really good example that we've been talking about over the last couple of weeks of place-making and place-keeping is in North York, where there was a recently built library and community center that the City worked with the Huron-Wendat First Nation to name. The name of the community center is called, "Ethennonnhawahstihnen", a Huron-Wendat word that means, "Where they had a good and beautiful life". At this community center, while not complete yet, it can become a place where Indigenous peoples can meet, share, have programming and so forth. The more that we can achieve these types of initiatives, the closer we get to starting to realize what the different ways that reconciliation can manifest itself in planning.

Summary of discussion on the Official Plan vision statement and directions:

A speaker mentioned that the MCR applications which are being addressed now and later were listed in the note. Can you help us find this please?

- If the request is not listed above, then it is being targeted for consideration in early 2023.

The cost of living is pushing out many artistic people that make the city of Toronto have a reputation of a vibrant and exciting city, who are traditionally poor. Access manifests itself in space. If there is artist space, artists would have the incentive to both live and work in the city of Toronto rather than leave to more affordable pastures such as Montreal or Hamilton.

- The City is presently working to recognize and support creative spaces in particular areas of the City. For example, there is a SASP for Geary Avenue and it is being considered for amendment to further support the businesses and economic activities that occur and can occur there.
- Please see reference to "Geary" in this report considered by Planning and Housing Committee in April 2022 - [Our Plan Toronto: Draft Official Plan Employment Policies and Chapter 1 Directions for Consultation](#)

Is there a publicly-accessible document that lists the conversion requests that will be considered at the Statutory Public Meeting on July 5th, 2022? Thank you in advance.

- We are presently preparing the Recommended OPA that will be considered on July 5th. It will be AODA compliant.
- We are presently working to refine some of the policies for conversion request sites and will share as soon as possible - and no later than June 15th.



When will the Chapter 4 Neighbourhoods changes go to the Planning and Housing Committee and then City Council?

- The Chapter 4 Neighbourhood policy updates will be coming forward in 2023.

How can the public engage in Yes In My Back Yard (YIMBY) kind of activities to help promote and push exciting innovative projects that really enhance the urban landscape around these kinds of growth areas? Around the strategic growth areas around the protected major transit station area? What are the options available to us to really help elevate those projects?

- Attending public conversations like this and raising your voice and having your thoughts heard is a great way to engage. We really appreciate you providing your perspective today, and these comments will get wrapped up into a summary that does go to Council as well.
- On July 5th, at the Planning and Housing Committee, there will be the employment component and major transit station area reports in the afternoon. We, as staff, we're just the recommenders. Council members are the decision makers in terms of what gets adopted and then ultimately moved up to the province to the Minister of Municipal Affairs and Housing for approval. So you can attend that meeting and make sure your voice is heard by those who are making the decisions.

This might be more of a comment rather than a question, but I think it'd be really great time for a new culture master plan that kind of encompasses all these industries, rather than just silo-ing film and music.

- While we don't currently have an answer, we can connect with our colleagues in economic development and culture division that can help us get to get a better answer for you.

Will there be levers in place for linking local projects to the Official Plan to help break through the resistance of political leaders to move beyond the status quo?

- There are many local area studies that have happened that find their way to the OP. There are many links that do occur in terms of local initiatives that undergo a planning study, having talked previously about the two step growth management strategies for major transition area delineations. Densities are minimums and areas that are poised for growth go through an additional level of analysis to see what is appropriate for a specific neighborhood.

Unattended input/issues/ideas raised through Chat:

- As a comment my interest is the 180 Major Transit Station Areas. The Complete Communities, villages and initial focus on the MTS to develop this complete community with a masterplan for the areas. These areas are important to include in the mix badly needed employment areas as just one competent of a complete masterplan



approach. Ancillary uses etc. are other topics also that is important for this complete village approach. Currently I live in a MTSA which has many separate landowners which have as of right uses but alas are going for high density with no consideration to the complete village approach. Thus 3,000 units with no jobs just high rise density uses. That can be done about this; it's a complex question but important.

- What is considered to be a best practice or ideal percentage of land dedicated to parks and green space, and how does the city of Toronto compare.
- It seems like 15 communities being built are inconsistent and random.
- What's the most effective way to ask the City decision makers to prioritize bike lanes and bus lanes as much as, or more than, car lanes and parking?
- The failure to provide more than minimal employment around TTC stations. By-laws limit commercial on main streets to 1 times coverage; for the subway to work employees should not be going one way in the morning and back the same route at night. For example in the 70s there was to be residential south of Bloor and commercial at St. Clair, Eglinton and Sheppard. In the 80s this was abandoned with the Mino et al. This resulted in the failure of the Scarborough Town Centre and the Sheppard lines. This is being repeated now with a push on residential but not commercial at the nodes.
- Where are the infrastructure studies promised in the 2002 plan? If you are going to intensify you need to confirm that there is infrastructure. A neighbourhood may have had population loss but outside the neighbourhood any excess in the infrastructure may have been absorbed by developments on the fringes where high-rises are built or large "midrises".
- Feel free to reach out to volunteer@cycleto.ca to help us with our education, advocacy and engagement efforts to build support for safe bike infrastructure! :-) (I'm biased since I am the Senior Advocacy Manager for Cycle Toronto).
- We need a master plan for all the area, a plan that gives us a complete village.
- As a layperson how does one understand this mix so for one high rise 224 units how many jobs to balance this as one variable to the mix?
- If some 3,000 units how many jobs that would equate for this mix, how you understand what I am asking
- Would this equate to a masterplan approach for TS for complete community
- In our area (Long Branch) the proposed PMTSA FSI is way too high, the walking distance is too long and the SASP where growth is planned is not included within the PMTSA borders. Environmentally speaking 80% of our trees are in this area and are at risk. We have already met with staff to outline this and it has not been amended. Will you complete an in-depth study of this area, it certainly needs it. If so when?
- I have gone on the site though its hard visualize the maps and equate to how a complete village plan would unfold
- So to equate to density say 224 units residential to jobs, and ancillary uses for a complete community masterplan for TS areas
- I share the concern. It would be great to see trees covering all walkways across Toronto. They look beautiful and protect pedestrians from the heat in the summers, which will get worse with climate change.



- Who are the members of The Growing Space working group and where do we find information on the studies they are performing and reports we can expect?
- My question about a flood study was not answered. The proposed bylaw changes will expand the as-of-right tree removal. Disappointed.
- Yes, but would you folks know how many of these employment areas have transit stations in these designated areas, if you know, just curious as transit stations consider employment areas?
- Referring to fulfillment areas are getting rare as the city area matures....getting jobs for the little guys is key in keeping TO affordable as service folks are moving out to small towns and no longer can live in the city.
- Agree. There's a lack of professional arts spaces, programming, and resources
- I've noticed that site No. 100 is no longer on the list of areas considered for conversion. Can you please confirm that? Thank you.
- Do these links include any updated recommendations on OPA 231 appeals
- Do Conversion Requests without a number but with an asterisk * mean they will be considered early 2023?
- I see, thank you! Is there a deadline for these requests with a * to provide the necessary information?
- I think in general there is a lack of space for visual artists in general as well. The city seems to be investing in film studio space but not really taking general studio spaces as serious for future uses. Mirvish village looks promising because it seems to be integrating studio space in a unique way. I think 15-min neighbourhoods and communities should also accommodate a diverse range of creative spaces - those of which allow economic growth.
- In closing the masterplan approach focusing on complete communities is one way to deal with all self-interest applications for density increase that's only concentrates on residential only uses rather than complete communities around Transit Stations.

4.0 Meeting Close

Following the presentation and discussions, the City and Dillon project team provided the participants with the next steps in the process. Participants were also encouraged to reach out to Dillon or the City if there were ideas to share following the meeting.